



Cleveland Harbor, OH

Harbor Features

- Located on Lake Erie in the city of Cleveland, Cuyahoga County, Ohio
- Authorization: River & Harbor Acts of 1875, 1886, 1888, 1896, 1899, 1902, 1907, 1910, 1916, 1917, 1935, 1937, 1945, 1946, 1958, 1960, 1962, Water Resources Development Acts of 1976 and 1986, Supplemental Appropriations Act of 1987 and the Energy & Water Appropriations Act of 1988
- Deep draft commercial harbor
- Authorized depths are 25-29 feet in the outer harbor and 18-27 feet in the river
- Five year average (2006-2010) tonnage of 11.1M tons of material shipped and received
- Ranked 6th among the Great Lakes Harbors based on five year average (2006-2010) tonnage
- 49th leading U.S. port in 2010
- Over 5.5 miles of breakwater structures
- 5.8 miles of Federal channel on the Cuyahoga River and 1 mile of Federal channel on the Old River
- Confined disposal facilities (CDFs) are located to the east of the harbor entrance
- Major stakeholders include Cleveland-Cuyahoga County Port Authority, Burke Lakefront Airport, ArcelorMittal, U.S. Coast Guard, Lake Carriers' Association, and Cargill

Project Requirements

- A minimum of 225,000 cubic yards (CY) of material must be dredged each year. Dredging was last completed in 2012 and is scheduled for 2013.
- Maintenance dredging is required in 2014.
- The sediment backlog within the Cuyahoga River channel was approximately 600,000 CY in 2012.



- Severely deteriorated sections of the east and west breakwaters, arrowheads and finger pier must be repaired. Additional damage/deterioration was observed following Superstorm Sandy.
- The existing CDF's will reach capacity by current hydraulic placement methods in 2014. An interim DMMP is being prepared to address the short-term (through 2018) capacity needs until a new long-term plan is in place. Continuation of critical fill management planning, design and maintenance activities is required to ensure the continued availability of CDF capacity for annual dredging quantities.
- Results of sediment sampling conducted in 2012 will be also evaluated to determine the suitability of placing sediment in the open lake instead of a CDF.

Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor and generate \$1.7B annually in direct revenue while supporting 15,003 direct, indirect, and induced jobs that produce over \$1B per year in personal income.
- If the harbor was closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by over 207,000 tons of harmful particulate matter (PM-10) and increase costs by \$4,666,000 due to increased railroad related accidents, and \$7,067,000 due to increased trucking related accidents.
- Light loading; losses of between 1 and 2 feet of channel depth would result in increased transportation costs of between \$1.9M and \$4.3M annually.

Transportation Importance

- Major receiving and shipping port on the Great Lakes; and Critical Harbor of Refuge.
- Commodities shipped or received include iron ore, limestone, sand and gravel, salt, cement and concrete, general cargo and liquid bulk.
- Major iron ore transshipment facility located at Cleveland's Outer Harbor. This facility provides iron ore to inland steel mills at lower delivery costs when compared to truck or direct rail delivery.

U.S. Army Corps of Engineers Fiscal Year (FY) 2012, 2013 and 2014
Cleveland Harbor, Ohio - Project Requirements and President's Budget (\$1,000)

Work Package	GLRI Funds	FY12 Requirement	FY12 Appropriation	FY13 Requirement	FY13 President's Budget	FY14 Requirement	FY14 President's Budget
Maintenance Dredging – Primary		2,850	2,587	2,585	2,585	4,775	4,775
DMMP/CDF Beneficial Use Activities	50	200	190	259	259		
Dredged Material Management Operations CDF 10B Excavation							
E&D, New CDF/Additional Interim Measures		600	570				
E&D Long Term Management Plan				494	494	400	400
Fill Management Activities, Interim CDF (Dike 12, Phase 2)							
Fill Management Activities, Phase 1		4,000	3,694				
Fill Management Activities, Phase 2		4,000		3,760	3,760		
E&D Interim CDF (Dike 9, Phase 2)							
E&D, Wharf and Utility Repair						300	
Interim CDF Maintenance (Grading)		350	258	300	300	365	365
Snagging & Clearing Floating Plant (F/P)		60	57	65			
Critical Maintenance of Coastal Navigation Structures and Obstruction Removal						1,040	1,040
Structure Repair. – E & W Arrowhead Breakwaters (F/P)		970	970	1,055	806		
Structure Repair. – E & W Arrowhead Breakwaters (Stone)		450		450		450	
Structure Repair – Dike 10B (F/P)				330			
Construction, West Pierhead Repair			288	60			
Construction, East Breakwater Repair (Sta 84- 94)		2,900	24				
Const., East Breakwater Repair (Sta 98-100, 89-91)				2,375		2300	
Construction, Finger Pier Repair, Phase 1				3,100			
Construction, Finger Pier Repair, Phase 2				3,100			
Construction, Wharf and Utility Repair (1&3)		300		3,900			
Construction, Wharf and Utility Repair (2)		300		3,200			
E&D, East Breakwater West End Section Repair		150		250			
E&D, Finger Pier Repair				225			
Project Condition Surveys		515	505	505	505	515	515
Regional Economic Data Collection		250	237	250	250	250	250
Sediment Sampling and Analysis				500			
TOTALS	50	17595	9,380	26,763	8,959	10,395	7,345

Congressional Interests

- Representative Marcia Fudge D-OH-11
- Senator Rob Portman R-OH
- Senator Sherrod Brown D-OH